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The map, which shows the shortening in time of journeys to different parts of France, in the past two hundred years, is constructed on an ingenious plan. A large map of France indicates by proportional distances the length of journeys in time to different towns from Paris, by the diligence in 1650. Other maps of France are drawn within the first with Paris as a common centre, each representing a different epoch in the history of transportation; the radii from Paris to the several towns are constructed according to the same scale, depending upon the time spent. Thus we have a series of concentric maps growing smaller and smaller. To Havre the successive radii measured in hours are as follows: In 1650, 97; 1782, 52; 1814, 31; 1834, 17; 1854, 5.15; 1887, 4.10. Much improvement was evidently made before the introduction of railroads.

D. R. D.

MINOR NOTICES.

The first number of the *Annals of the American Academy of Political and Social Science* (July, 1890) which has just appeared contains matter of interest to students in the various departments of the broad field which the journal expects to occupy. A translation by Miss Jane E. Wetherill, of the official report of the Hungarian Minister of Commerce, upon the zone tariff in Hungary, as applied to railroad passenger rates, gives a very complete statement of the practical operation of this novel system of passenger fares. It is full of figures bearing on the subject, with an instructive comparison of the workings of the former and present systems. The influence of the price of tickets upon the amount of railroad traffic is clearly brought out. The most salient points of the report are summarized in an introductory note by Prof. E. J. James, which gives some interesting figures comparing the relative amount of the passenger traffic of railroads in different countries. It shows that the passenger traffic of American roads has received very little attention from railway managers, and that, despite the great fall in freight rates in the last thirty years, passenger fares are little less than they used to be. The article is an important contribution to the literature of transportation problems. Mr. Leo S. Rowe gives a statement of the "Instruction in Political Economy and Public Law in German Universities," a list of all

lectures delivered in the winter semester 1889-90. Preceding the list the writer has presented the main facts in tabular form, showing the number of instructors, and the hours per week given in the more important topics. By this means one may readily compare the relative strength in these departments of the various universities in the list. A comparison with American institutions would, if practicable, have lent an additional value to the article. Other leading articles of the number are "The United States and Canada," by Dr. Bourinot; "The Decay of Local and State Government," by Prof. Patten; "Wages and Interest," by Prof. Clark; and "The Province of Sociology," by Prof. Giddings. There are the usual book notices, together with other miscellaneous matter. The periodical publishes the proceedings of the Academy, and will appear quarterly. The editors are E. J. James, F. H. Giddings, and R. P. Falkner.

The prospectus of a new periodical, *Allgemeines Statistisches Archiv*, published by Laupp, in Tübingen, has been received. It will appear semi-annually under the editorship of the well-known Dr. Georg von Mayr. There is at present no periodical in Germany devoted especially to what they know as literary statistics, by which is meant the non-official work in the field, more especially the discussion of general theories and the interpretation of official results. This is the field which the new enterprise proposes to occupy. It will offer an opportunity for the publication of essays bearing on the general theory of statistics, and its relations to other forms of knowledge, besides more technical discussions of the methods to be employed in statistical work. The main feature of the work is, however, to be an attempt to popularize the results of official investigations. With the least possible use of the extensive tables which deter from the use of official documents, it is hoped to present the substance, the main relations, and the principal points of view of such publications in the form of readable essays. By such means an effort will be made to bring the work of statisticians within the reach of general readers. Such an experiment must attract attention. The first number for 1890 is promised in the course of the summer.

Atlas of Commercial Geography, illustrating the general facts of physical, political, economic, and statistical geography on which international commerce depends. By John George Bartholomew. With introductory notes, by Hugh Robert Mill. Cambridge University Press. 1889. Pp. viii. Maps 27.

The introduction states that the contents have been arranged mainly with a view to educational utility. The general maps, constructed either on Mercator's projection or on Gall's stereographic projection, show heights and depths, ocean currents, mean annual rain fall, prevailing winds, condition of climate, distribution of mineral, vegetable, and animal commodities, diseases, density of population, chief races of man, religious, isochromic distances, postal systems of the world. Special maps are also given devoted to separate countries. Although the maps are not novel in conception, it is rarely that so large a number of suggestive interest are brought together in so convenient a form.

Fourth Annual Report of the Factory Inspectors of the State of New York. January, 1890. Albany. Pp. 329.

Some conclusions are offered in regard to the operation of the recent law for restricting the hours of labors; and there is the usual discussion concerning the employment of children, railways and elevators, fire escapes, etc. The total number of accidents in manufacturing establishments was 647 against 630 for the preceding year. 56 were fatal. The proceedings of the third annual convention of the Internal Association of Factory Inspectors of North America, August 6-9, 1890, is included.

In a paper upon the *Restriction and Prevention of the Dangerous Communicable Diseases*, by Henry B. Baker, M.D., Secretary of the State Board of Health of Michigan, there were several interesting and valuable statistical tables upon "Life Saving" in Michigan. The conclusion is that the record shows a saving of over one hundred lives per year from small-pox, four hundred lives per year saved from death by scarlet fever, and nearly six hundred lives per year saved from death by diphtheria,—an aggregate of eleven hundred lives per year, or three lives per day saved from these three diseases. The article is illustrated by diagrams.

Annali di Statistica. Saggio di Bibliografia Statistica Italiana. Terza Edizione Accresciuta. Ministero di Agricoltura, Industria, e Commercio. Rome, 1890. Pp. xix, 213.

The first edition of this bibliography of Italian statistical literature was published in 1883, with an introduction by Dr. L. Bodio. The introduction is reprinted in this, the third edition. The bibliography is arranged by topics, and testifies to the diligence and wide range displayed in statistical inquiries by Italian students and their government.

Fifth Annual Report of the Board of Gas and Electric Light Commissioners of Massachusetts. January, 1890. Boston. Pp. 207.

The attention of students of municipal administration may well be directed to the reports of the Gas and Electric Light Commissioners of Massachusetts. No other American state publishes such reports, and even the returns made by the English gas companies to the Board of Trade, and published among the parliamentary papers, are very meagre as compared with these. The distinguishing part of this particular issue is the article on water gas. The returns from electric light companies are also much fuller than ever before. Incidentally the Board has collected and published a record in regard to the deaths in 1889 of 107 persons throughout the United States from inhaling illuminating gas. The statistical records are very full, furnishing comparative data concerning 75 gas companies and 100 electric light and power companies. The data cover such points as capital, number of stockholders, stockholders resident in Massachusetts, receipts, expenses, dividends, price of gas, etc.

Second Report on the Custody and Condition of the Public Records of Parishes, Towns, and Counties. By Robert T. Swan, Commissioner. Boston, 1890. Pp. 45.

The first Report issued in 1889 was briefly noticed in Number 7. The second contains the record of the work of but five months, much of which is of a preliminary character. Further inquiry has been made in regard to the keeping of town records. Thirty-two towns are reported as having either a worthless or no safe whatever, and fifty-two as not having sufficient safe room for all records and papers. The records of assessors and collectors are most neglected. There is an interesting discussion as to the merits of the type-writer for copying and preserving records. The verdict on the whole seems to be favorable.

Third (1889) Annual Report of the Board of Mediation and Arbitration of the State of New York. Albany, 1890. Pp. xii, 437.

Special Report on the New York and Brooklyn Surface Railroad Strike. Pp. 188.

This contains a statement of the most important labor disputes from Nov. 1, 1888, to Oct. 31, 1889. It is stated that there was a marked diminution in strikes and lockouts in 1889, and that there is a growing acceptance of arbitration as a method of settlement. The report would be more helpful if there was a detailed index, or if the material were summarized in some particulars in a tabular form.